

# ICG determined to continue with Hydro battle

The Interested Citizens' Group (ICG) has followed many avenues of judicial and political appeal in its fight for an independent study of the Bruce-Milton hydro corridor, usually coming away with a defeat, or at best, a partial victory.

Each time the group was handed one of these setbacks, it announced its determination to carry on with another tactic, and even now, when the war seems, to all intents and purposes, at an end, the ICG continues to express that determination.

ICG spokesman John Minns estimates the battle has cost about \$150,000 in legal fees, not to mention other out-of-pocket expenses and the cost of time and talent which has been spent on the fight against the corridor. He mentioned one ICG member who died of a heart attack, and asked that

in memoriam, donations be made to the ICG.

"Some of the tools to fight have been taken away, but the people's resolve has strengthened," Mr. Minns said. "It's been an eye-opening experience to find out that there is no protection for your civil rights, or even honesty, from a major crown corporation."

"Civil rights and basic rights and any form of natural justice have been denied these citizens," he continued. "It's arbitrary government, with no checks and balances whatever in curtailing hydro's building program."

Mr. Minns said the ICG has never challenged the need for nuclear power for a secure power supply.

"We have said that, if it is necessary and if the need is justified, Hydro's building program should be designed or continued to fulfill Ontario's

needs," he said. "But the people of Ontario haven't been consulted by the government as to whether they would put up with nuclear power and massive transmission lines in their backyards to export power to the United States."

Mr. Minns said this corridor is being built to export power to the United States, and not to serve Ontario, but the market there doesn't exist because state power utilities in New York and Michigan, for two, are over-built themselves.

ICG member Walter Scott echoed Mr. Minns' comments about the willingness of the ICG to accept the results of an independent study.

"As far as the people are concerned, if there's a proper study, and if it's good for Ontario, then Hydro can go ahead," he said. "But the people who are able aren't looking to see if it's good for Ontario."

Mr. Scott said it was predicted last summer there would be

a fuel shortage, so Ontario Hydro is now using that "as a justification for expanding their building program."

"I've tried not to get bitter, to stay objective about it, but things aren't done in a logical manner," he said. "Any public school child can see that this is not a good place for a line, but somebody's made up their mind and that's it."

John Schneider, another ICG member, said he isn't at all cynical about the political process as a result of his work with the ICG.

"It's what we've asked for. The process has been going on for 25 years as we gradually lose our freedom," he said. "The power base at Queen's Park has grown and will continue to grow unless people say

they don't want it."

All three ICG members expressed their concern about the effect of the corridor on the farmers in the area, in terms of tradition and the roots the farmers have in the community. Mr. Scott predicted that the farmers with strong community ties will gradually give away to more transient people as the farmers sell out their

farms along the corridor to people he called "land-miners" who don't care what condition the land will be in years from now, because they don't intend to be there.

"If the farmers don't get going, the government will have all the land in land banks and conservation areas and so on," Mr. Schneider said.

"I really believe the whole book isn't written yet," Mr. Schneider said. "I think there's going to be some more interesting revelations. Even if we finish as a group at some time, regardless of that, there will still be one important thing - people will be awakened to the fact that if they don't get involved, there won't be a place to get involved."

## Tips on expropriation negotiations

Landowners who still have to negotiate their settlement with Ontario Hydro for the 500-kilovolt Bradley to Milton hydro transmission corridor would be well-advised to have evidence supporting any claims they make in their dealings, according to a Grey County farmer.

Bill Lawson, who recently closed his own deal with hydro, told The Herald.

"Hydro was making offers on a 'take-it or leave-it' basis in the beginning, but once they began to be subjected to public inquiries, they began adopting a somewhat less adversary position. There are still people who are wary of accepting payment even though this doesn't prevent you from seek-

ing further compensation." Mr. Lawson doesn't feel his own negotiations were hampered in any way by the fact that his land was expropriated long before his settlement was reached.

The new line cuts diagonally across the 100-acre property he owns near Hanover paralleling an existing 230-kilovolt line. Mr. Lawson farmed on the corner of the Fourth Line at Steeles in Halton Hills for

many years, but decided that, between the proposed hydro corridor, the Toronto-centred regional plan and other zoning regulations, he was going to be in an untenable position before long; he sold his farm to a developer in 1974.

Within six months of buying his Hanover farm, Mr. Lawson learned the hydro corridor he had left behind in Halton was "following" him.

different routes proposed out of the Bruce generating station," he said, "but the northern route to Essa (near Barrie) seemed to be the favorite. Then suddenly, it was coming the other way. If I was superstitious, I'd think it had followed me."

**FIRST OFFER**  
Hydro hand delivered its first offer of compensation for

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## Train accident caused by light

An Oakville man escaped with minimal injuries after the car he was driving went through a railroad crossing and was struck by a train in Milton Saturday.

Paul Vandernolen, 18, of Oakville, suffered only minimal injuries after his car went through the crossing and was struck and dragged by a train. According to Halton Regional Police, the driver was blinded

by strong sunlight and the car went through the railway barrier. A train struck the car and dragged it some distance along the track.

The accident occurred at the tracks on the Appleby Line north of 3 Sideroad.

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